

I. INTRODUCTION

The Town of Clayton is located in Johnston County, approximately 15 miles east of Raleigh, North Carolina (Figure 1). The heart of Clayton lies to the North of US 70, which currently carries a sizeable amount of traffic between neighboring Raleigh and the coast of North Carolina. In 1982, a comprehensive thoroughfare plan was mutually adopted by the Town of Clayton and the North Carolina Department of Transportation. Clayton has since experienced considerable growth, partly due to its convenient proximity to the Capital City. Increases in industrial, commercial, and residential development are expected to continue as Clayton successfully cultivates its small town flavor with a progressive approach toward economic vitality. Town leaders recognize that as Clayton attracts further development, the demand for an efficient road system will become increasingly apparent. In a cooperative effort with the Town of Clayton, the North Carolina Department of Transportation conducted a reevaluation of the Clayton Thoroughfare Plan to develop a plan that will meet the changing travel demands expected in the Clayton area.

There are many and varied benefits to be derived from thoroughfare planning, but the primary objective is to enable the urban street system to be progressively developed in a manner that will adequately service future traffic demands. In addition, the thoroughfare plan should embody the details of accepted thoroughfare planning principles. Thoroughfares were located based on field investigation, aerial photos, existing and anticipated land uses, topographic conditions, and the travel concerns of the community and its public representatives.

Some of the major benefits to be derived from thoroughfare planning are:

- (a) A minimum amount of land will be required for street and highway purposes.
- (b) Local citizens will know which streets will be developed as major thoroughfares and thus will have assurance that their residential street will not one day become a major traffic carrier.
- (c) Land developers will be able to design their subdivisions so that subdivision streets will function in a non-conflicting manner with the overall plan.

It should be emphasized that the recommended plan is based on anticipated growth of the urban area as indicated by current trends. Prior to construction of specific projects, a more detailed study will be required to reconsider development trends and to determine specific locations and design requirements.